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THE HONGKONG DISPENSARY.

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**BIRTHS.**  
 On the 11th March, at Smith Villas West, Magazine Gap, the wife of F. E. HERRMANN, of a son.  
 On the 13th February, at Taiyuanfu, Shanxi, the wife of Prof. E. R. LYMAN, of a son.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
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HONGKONG, 12TH MARCH, 1904

CANONISATION after death has in all ages of the world been a favourite method of showing respect to departed worthies. The method adopted of publishing the fact has varied according to time and circumstances, but the right of canonisation has generally been reserved for rulers, sometimes lay, sometimes ecclesiastical. In modern times, in the East and West respectively, two potentates, one lay, the other spiritual—the Emperor of China and the Pope—claim the right of canonisation, and with both it has become a solemn and important rite. The distinctions between the two rites are the differences which hold apart the mental development of Asia and Europe. In the West the spectacle is witnessed in the case of JOAN of Arc of the steps held necessary before the final declaration of sanctity. JOAN has passed what is officially recognised as the second stage in the process; and having successfully proved herself during life to have been especially distinguished by the possession of the saintly virtues of temperance, fortitude, prudence, and justice, has been adjudged the preliminary title of "Venerable." For full canonisation proof of the working of miracles is required, and here it is that difficulties intervene. It might fairly be urged that the relief of Orleans, brought about in accordance with JOAN's own prophecy, and certainly contrary to all human experience, was a sufficient indication of the approval of

Heaven; but modern Frenchmen are sceptical, and herein lies the difficulty of the case; for whereas all Frenchmen are willing to look upon the heroic girl as the saviour politically of the kingdom, not even the most religious are prepared to regard her as in any special manner the regenerator of the Church, whose position was indeed in no respect called in question whichever political party gained the victory. In any case the position of JOAN herself seems with one or other to be little taken into account. It is quite true that without the declaration of canonisation JOAN of Arc, though of course she may receive the prayers of private individuals, will not be entitled to the adoration of the faithful at large, nor may altars be erected or public prayers offered for her intercession. But the conscience of the West seems never to have looked upon these post-mortem honours in what may be described as a sordid spirit. Canonisation is, and has always been, effected not for the honour of the departed, but for the benefit of the living. We have, in fact, never heard the most ardent ecclesiologist plead for the benefits to the saint himself conferred by the ceremony. The dictum of the Church does not alter in the other world the position of the faithful departed, but it affords the pious below one more opportunity of approaching the Throne of Grace. The saint and the sinner must each be responsible for working out his own salvation. It is true, as the Apostle himself tells us, that the prayer of a righteous man availeth much, but no amount of intercession will be able to alter the decrees of the Almighty, nor obtain salvation for the unrepentant sinner.

If, after this picture we look to the Far East, how different the vision that meets our eyes, and how gross and palpable the objects of canonisation! The life to come in the Confucian philosophy is but the continuation of that of the present. Death is but a bridge over the narrowest of streams, and on the other side bloom the meadows of immortality, fragrant with the spiritual essence of those same delights which make enjoyable the present existence. Posthumous rewards lose none of their eventual sweetness that they are deferred, and the pleasure of occupying a stand in the Valhalla of worthies is as practical and legitimate an aspiration of the subject's ambition as the attainment during life of the highest honours of the State. The happiness of the departed in the Confucian cult by no means depends on the good actions of the deceased during life, but is entirely influenced by the conduct of those whom he has left behind. No state is so miserable as that of the unfortunate shade who dies without a son to continue the sacrifices, or fails to provide by adoption a substitute. In such a case his spirit has to wander aimlessly through the regions of the departed, dependent on the scant charity which the benevolent may supply at the annual festivals of the beggar spirits. There is here no hint even of what we are in Europe accustomed to call religion, for the future wants of the *Manes* have to be met, not by the powers above, but by the offerings of the benevolent on earth. Kings and emperors pass away; for a time their *Manes* meet with loving care from their descendants. The great and powerful cross the bridge which all mortals must traverse without hope of return. As long as their memory is green the offerings smoke at their tombs; but the time will assuredly come when this loving cult will cease, and rich and poor alike descend to the dead level of the wanderer in the realms of the hereafter. But the sage who has from his countryman, as represented by the Emperor, been canonised feels none of these miseries. For him at the appointed times rich offerings are made, and smoke ascends from thousands of altars. He alone is king and emperor, and when all others are forgotten he still, in the shady realms of the dead, enjoys a greatness and an immortality denied to all.

Such is the practical and material view which canonisation presents to the Chinaman. The benefits which the most holy of sages can confer on the present generation are passed by as of no account by a people with whom the experience of the past disfavours the belief in the supernatural, or at least in its benevolent influence on the present. But, curiously, the reverse is not held to be the case. The departed can and does inflict injuries, and to avert these is the aim of every Chinaman. It is scarcely from an undiluted feeling of benevolence that offerings are made to the departed, and hence the importance attached to the rite of imperial canonisation, and the enforced offerings for their *Manes*.

Two plague cases were reported during the day ended at noon yesterday, both being dead bodies "dumped."

Mr. Henry O'Shea's connection with the *Shanghai Times* ceased on the 8th inst., that journal announces.

A telegram dated Peking, March 4, says:—Senior Branch, the Portuguese Minister [Extraordinary] to Peking, has concluded the agreement regarding the railway between Macao and Canton.

A telegram from The Hague states that the Russo-Japanese war will not delay the arbitration between Japan and the European Powers on the question of taxation, which will come before The Hague Tribunal in May.

The latest mail papers state that Sir Matthew Nathan was to leave the Gold Coast for England the following week. His stay at home is to be very short, and he will then start for Hongkong to take up the Governorship of this Colony.

The U.S. gunboat *Winnington* has left Shanghai for Hankow carrying a guard of fifty marines to be landed there. The U.S.S. *Cincinnati* has gone to Chefoo, where she now lies at anchor, having relieved the U.S.S. *New Orleans*.

The *N.C. Daily News* Tokyo correspondent says that at the Japanese General Election, the so-called Neutral Party has made a considerable increase, at the expense of the *Seiyukai*. The Government has remained indifferent, but the result is decidedly favourable.

When Chief Justice Sir William Goughman goes home on leave this month his place will be taken by the Hon. Attorney-General, Sir Henry Berkeley, whose duties will in turn be assumed by Mr. E. H. Sharp, K.C., barrister-at-law.

It is believed that a Scottish descent can be claimed for Rear-Admiral Stark, who commands the Russian fleet at Port Arthur. Many officers in the Russian service trace their descent from Scotsmen who arrived in Russia during the time of Peter the Great and the Empress Catherine.

H.M. the King has been pleased to give directions for the appointment of Captain Lionel Aubrey Walter Barnes-Lawrence, R.N., to be an Official Member of the Legislative Council of the Colony of Hongkong for so long as he shall hold the office of Harbour Master of this colony.

The report of the Tientsin Land Investment Co., Ltd., for 1903, shows a net profit for the year of Tls. 49,029. Out of this an interim dividend of 4 per cent. has been paid, and it has been decided to pay a final dividend of 5 per cent., place Tls. 3,000 to reserve, and carry forward the balance, Tls. 325.

The Japanese Acting Consul at Manila reports to the Tokyo Government that the Administrative Council there has passed a resolution in favour of lowering the rate of Customs duty on imported matches to just half the scale now in force. It is said that the Japanese authorities had, at the instance of the Kobe Chamber of Commerce, approached the U.S. Government in November last with a view to the tariff rate on Japanese matches being decreased.

A report reached London from Paris last month that the agreement now reached between France and Siam does not differ very greatly from the agreement of October, 1902, the ratification of which was prevented by the French Colonial party. The Bangkok Government, it is believed, has now given way on some minor points, particularly concerning the appointment of more Frenchmen in the Siamese service. The recession of Chantaboon to its lawful owner remains, and to Siam this, and the question of railway communication in the Mekong Valley, are the chief points.

With reference to the serious riot at Ching-chow, which we reported last Saturday, it is reported in Shanghai mandarin circles according to the *N.C. Daily News* that not only was the sub-prefect's yamen looted by the exasperated farmers of Ching-chow, but the place was also set on fire by them and gutted. Further, after working their will with all things official within the vicinity, the mob left the city—the gates of which were at once closed by the frightened mandarins—and marching in a northerly direction proceeded to cut down the telegraph lines and tear up the poles. After doing this extra damage the mob then dispersed vowing to make matters still worse for the mandarins if any further attempt were made to collect the exorbitant so-called war indemnity taxes from them. The telegraph officials at Ching-chow showed commendable alacrity in restoring the telegraph lines torn down by the mob and communication with Peking was speedily restored.

The Hon. Treasurer of the Alms Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Arnold, Karberg & Co.	...	850
Carlson & Co.	...	50
Canadian Pacific Railway Co.	...	50
Sir C. P. Chater	...	50
J. D. Humphreys and Son	...	50
W. G. Humphreys & Co.	...	50
Johnston, Stokes and Master	...	50
Lane, Crawford & Co.	...	50
Mitsui Bussan Kaisha	...	50
Mayer & Co.	...	50
Melchers & Co.	...	50
Nippon Yusen Kaisha	...	50
Ranter, Brockmann & Co.	...	50
Siemssen & Co.	...	50
A. Ramjohn	...	50
Wei On	...	25
P. W. Craddock	...	5
W. J. Wright	...	5

On the 4th inst. Prince Pu Lau left Peking on his way to Shanghai and S. Louis.

The "Japan Sympathetic Fund" reached \$1,153 last Saturday. This fund, promoted by the *N.C. Daily News*, is now closed, a Neutral Relief Fund Committee having been formed in Shanghai. The other fund's proceeds have been sent to the Japanese Consul.

Notwithstanding the many complaints brought to the notice of the police concerning pavement nuisances in Hongkong, the evil still continues, to all appearance unabated. Yesterday, about midday, a correspondent says he observed several instances of pedestrians, some of them ladies, being jostled by coolies carrying loads along the footpaths, where they had no right to be.

In a Japanese picture-shop in D'Aguiar Street there is at present to be seen displayed a weird and picturesque view of the sinking of a Russian warship at Chemulpo. It attracts crowds of Chinese. A huge Russian vessel is depicted going down stern first with her bow in the air, while the miniature Japanese torpedo-boat which has done all the damage glides smoothly away unharmed.

Manila journalism is daily giving evidence of its enterprise. We have noted a few examples lately. Now the *Cablenews* has managed to get still further than usual ahead of the times (*Manila Times*), as is witnessed by the following telegram appearing in it:—Peking, April [sic] 4.—Taking advantage of the unsettled state of the country and the reported death of the Empress Dowager, a movement looking towards a change of dynasty is now afoot in this city. Revolutionary placards have been posted up and there are various indications pointing to an outbreak. These have been sufficiently serious to alarm the authorities, and repressive measures have been ordered.

We are requested by Mr. G. Friesland, honorary secretary of the Club Germania, Hongkong, to state that the members of the said club have started a fund for the wounded of both countries in the war between Russia and Japan, to be divided into equal parts. This fund is in connection with the one inaugurated by *Der Ostasiatische Lloyd*, Shanghai. The subscriptions collected so far are as follow:—

Armin Haupt	...	100
N. A. Siebs	...	100
Hamburg-Amerika Linie, Hong-	...	100
kong Office	...	100
E. Goetz	...	100
J. G. Schroeter	...	100
Hans Schubart	...	100
H. Jensen	...	100
G. Haefting	...	100
Norddeutscher Lloyd, Inspection	...	100
Hongkong	...	100
Wm. Meyerink & Co.	...	75
A. Becker	...	50
E. Fuhrmann	...	50
C. W. Longuet	...	50
F. Schwarzkopf	...	50
Jul. Focke	...	50
R. Marten	...	25
Geo. P. Lammeret	...	25
J. Goosmann	...	25
H. Elmer	...	25

The London correspondent of the *Birmingham Daily Post*, writing just before the war, stated he had high authority for stating that M. Delcassé, the French Minister for Foreign Affairs, had within the past few days forwarded to Count Lamsdorf, the Russian Imperial Chancellor, a long note reviewing with particular references to the situation in the Far East, Franco-Russian relations since 1900. Special stress, the correspondent believed, was laid upon the fact that, after the publication of the Anglo-Japanese Agreement in January, 1902, the French and Russian Governments joined in approving the general terms of that instrument, as far as they referred to the status quo in China and Corea, and that, as in the interval the situation in the Far East had materially altered, it was necessary for France to consider what further steps she might have to take in the event of hostilities breaking out between Russia and Japan. France could not commit herself to any measures which, though possibly advancing Russian interests, might be found to be hazardous—or, at the best, unduly adventurous—from the French point of view. "This," the correspondent adds, "is a very important development of the diplomatic situation, and it may be considered certain to be taken into account at S. Petersburg during what is proving the delicate and difficult task of drawing up the latest reply to Japan." Yet war has come.

By kind permission of Major Radcliff and officers, the band of the 93rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night:—

March	.....	Sousa
Overture	.....	Adam
Selection	.....	Ivan Caryll
"The Girl from Koy"	.....	Blumenthal
"Sunshine and Rain"	.....	Godfrey
Selection "Reminiscences of Scotland"	.....	Bohn
Waltz	.....	Waller
"The Sun Feast"	.....	
"God Save the King"	.....	

There are certain prizes in the gift of the *Journal of Tropical Medicine* for essays on subjects connected with tropical diseases. We see that the Belilos Prize of £10, presented by Mr. E. R. Belilos, C.M.G. (who is still mis-called "the Hon." E. R. Belilos in the home papers), for the best article on "The System of Drainage and Sewerage (Domestic and Municipal) Best Suited for Tropical Climates," has been awarded to Captain J. W. Cornwall, I.M.S., and Major F. Smith, D.S.O., R.A.M.C., who divide the prize between them, the papers being adjudged of equal merit.

Discussing recently with an interviewer the question of settling Jews in Eastern Siberia, M. de Plehve said that a project of Jewish colonisation in Manchuria had been spoken of, and he intended discussing it with Admiral Alexieff during his coming visit to S. Petersburg—which has not come yet! M. de Plehve also promised to consult the Admiral with regard to a scheme for the establishment of Jewish colonies in Southern Siberia, with a view to creating a barrier, composed, if not of Russians, at any rate of Russian subjects, against the growing invasion of the country by the Chinese.

Mr. Lucien Wolf, the well-known Anglo-Jewish writer on foreign politics, had an interesting interview not long ago with M. de Plehve, the Minister who has so much influence with the Tsar. He describes him thus:—The impression he made upon me was, I am bound to say, exceedingly favourable. He has nothing of the typical Russian politician about him. In appearance he is almost English. Tall and massive, with short-cropped iron-gray whiskers and moustache, he looks something like Sir Henry Campbell-Bannerman writ large. He speaks slowly and deliberately, without a touch of the cynicism usually affected by the polished Russian. Though a somewhat impassive listener, he readily responds to any touch of humour and laughs heartily. Homely and paternal, his bearing is marked by an old-world courtesy, neither conventional nor artificially effusive. He is a strong man, and I should imagine an honest one, conscientious and inflexible as an administrator, but with little taste for experimental or constructive statesmanship. If all we hear about the character of the Tsar is true, I can well understand the influence M. de Plehve exercises over him.

## THE A.D.C. IN "HIS EXCELLENCY."

The first of two extra performances by the Hongkong A.D.C. of *His Excellency* took place last night.

A few alterations were made, the principal one among the characters being that Mr. C. E. Hance took the part formerly filled by Lieut. Butt. A couple of dances were introduced in the Second Act, with great effect, that between Nanna and the Governor being an instantaneous success. All round the extra rehearsals had given a greater dash to the representation, which is now a real triumph for our amateur actors.

One of the chief hits of the evening was when in his song in the second Act, Lieut. Davidson introduced the following amusing topical verse, which was received with loud applause:—  
 There is a serious question which is vexing my community,  
 And taxes to the bursting-point my over-burdened mind.  
 The management of servants lends a splendid opportunity,  
 To Governors and others of the Legislative kind.  
 When, as the Governor's deputy, I heard, with utmost zeal and zest,  
 Their schemes for registration, and agreed with all they said;  
 But now I am the Governor, I show a lack of interest.  
 By giving all their well-laid plans a knock upon the head.  
 Though my heart is really bled  
 At the things the ladies said,  
 I had just got no option but to knock it on the head.  
 The last performance will be given to-night.

## BALL AT THE CITY HALL.

On Thursday night a very enjoyable dance was given at the City Hall by the pupils of Mrs. Donaldson, who has conducted successful dancing classes in Hongkong during the past winter season. About 100 couples were present. Music was supplied by the band of the 93rd Burma Infantry, and dancing was kept up with great spirit till half-past one o'clock yesterday morning. In the course of the evening Piper J. Z. Sinclair played the Eightome Reel ("The Devil among the Tailors"), and in an interval later on the Highland Fling ("Miss Drummond of Perth"), to which Mr. J. C. Ritchie danced a *passtout*, vociferous applause rewarding his effort. Of the Dance Committee Mr. N. Mumford was Hon. President, Mr. W. F. Donaldson Hon. Secretary, Mr. A. P. Goodwin Hon. Treasurer; the other members being Mr. H. Mackie, F. MacRobie, S. D. Meina, C. B. Dwyer, A. McKirdy, A. W. Hill, and M. Simmons. The programme was as follows:—

Lancers	.....	Highland Schottische
Waltz	.....	Lancers
Caledonians	.....	Waltz
Waltz	.....	Barn Dance
Polka	.....	Caledonians
Waltz	.....	Mazurka
Eightsome Reel	.....	Waltz
Barn Dance	.....	Sir Roger de Coverley
Circassian Circle	.....	

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
 On the 11th at 11.55 a.m. The barometer has risen in North China and fallen in Southern Japan, the changes elsewhere are slight.  
 A depression passed yesterday across the north part of the Gulf of Pechili moving easterly and is now over North Corea.  
 Gradients are moderate on the China coast, but becoming steeper.  
 Moderate to fresh monsoon will prevail in the Formosa channel and light N.E. winds in the North part of the China Sea.  
 Forecast:—Light E. winds, overcast, dull.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

## MYSTERIOUS WARSHIPS OFF PULO WAY.

Singapore, 11th Mar., 2 p.m.

Incoming vessels report sighting four warships off Pulo Way using their search-lights.

[Pulo Way is the Dutch coaling-station off the North-western Sumatran coast. It is of course not unlikely that these warships may be Dutch, as Holland has concentrated her East Indian fleet since the war broke out.—Ed. D.P.]

## REUTERS' SERVICE.

## THE BOMBARDMENT OF VLADIVOSTOCK.

LONDON, 9th March.

Admiral Alexieff, in a detailed account of the bombardment of Vladivostock, confirms that 200 shells were fired, but says nothing about their failure to explode. The Japanese squadron steamed up and down three times without doing any damage to the fortress, the entrenchments. The damage to the town and other parts of the fortifications was insignificant. The operations for putting the batteries in readiness for action were carried out in perfect order. On Monday the squadron skirted the shore without firing, and disappeared in a southerly direction.

## THE UNITED STATES AND JAPAN.

LONDON, 9th March.

At a dinner of the Wisconsin Society, New York, a reference by General Wheeler to the Japanese naval success, as truly indicating Japanese greatness, was received with applause. Mr. Uchida, the Japanese Consul General, declared that Japan was struggling for national existence and only asked for fair play and straight dealing. At the conclusion of the speech, the company rose up and cheered for some minutes. Mr. Pratt, the Assistant Attorney-General, said he hoped, as a private citizen, that Japan would continue as she had begun. Members of Congress who were present and others all spoke in favour of Japan.

## PORT ARTHUR AND TALIEUNWAN.

LONDON, 9th March.

News from Tokyo yesterday evening say that Japanese warships bombarded the forts at Talieunwan and then attacked Port Arthur. Reuters' correspondent at Tokyo reports that eight out of the thirteen Russian warships at Port Arthur are disabled, and one fort has been destroyed by the Japanese shells. The Russian combatants number 2,000 [?].

## AN ECLIPSE OF THE SUN.

Shortly after noon on the 17th inst. a partial eclipse of the sun will be seen at Hongkong, some two-thirds of the orb or so being obscured.

## CRICKET.

## H.C.C. V. UNITED SERVICES.

The following will play for the H.C.C. against the United Services, commencing 11.30 to-day:—

C. R. S. Cooper, J. T. Dixon, Walter Dixon, H. Hancock, R. Hancock, A. Mackenzie, Maitland, R. A. B. Pousonby, N. H. Rathford, T. Scrimshaw Smith, and A. G. Ward.

## LEAGUE MATCHES.

The following team will represent the C. Service C.C. in their League fixture with R.A.M.C. on the Civil Service ground at 2 p.m. sharp to-day:—  
 G. A. Woodcock, R. Witterell, J. Dwyer, H. Gidley, L. E. Brett, F. Robins, W. Woolley, W. Pitt, W. E. Andrews, S. Gidley, and D. J. Mackenzie.  
 The R.E. and the Craigengower C.C. will play on the ground of the latter club p.m. Craigengower team:—A. O. Brown, Bass, L. E. Lammeret, E. R. Herton, J. Kimbaird, J. Craig, L. A. Rose, J. L. Stur, R. Houghton, F. Rapp, and E. Ford.

## FOOTBALL.

## CHALLENGE SHIELD.

The semi-final between H.M.S. *Orreby* and H.M.S. *Leviathan* will be re-played to-day on the Club ground. Kick-off at 2.45 p.m.

This afternoon, on the Happy Valley, Hongkong Football Club will play H. *Albion* under Rugby rules. Kick-off at 3 p.m.

The following will play for the Club:—  
 H. Arthur, full back; W. R. Robert, T. E. Pearce, Lieut. Camaron, and I. Black, three-quarters; J. P. Jordan and J. de Vaulle, halves; H. C. Sandford (capt.), W. Golding, E. D. C. Wolfe, A. Boyd, I. Storer, H. E. Bowley, Lieut. Duncan, F. Chad, forwards.



## SPORTING NOTES.

The season of sport is dying slowly, but the end is not far off. The last cricket matches will soon be played. To-day the match on the Cricket Ground will be. Club v. United Service, the home side having got together a fair but decidedly experimental eleven. In the League the Civil Service C. C. should put themselves still further ahead of their nearest competitors when they meet the R.A.M.C., to-day, and should thus draw closer to the A.O.C.—though they cannot, of course, dispute the championship with the last-named, who have completed their season. The Craigieburn should beat the R.E. The following is the League Table up to date:—

	Played	Won	Lost	Drawn	Points
A.O.C.	14	13	1	0	39
Civil Service	13	10	2	1	31
Craigieburn	13	7	4	2	23
H.K.C.C. "A"	13	7	6	0	21
R.E.	12	6	6	0	18
R.A.M.C.	11	2	8	1	7
Parsons	12	2	10	0	6
H.M.S. Tamar	14	2	12	0	6

Two good football matches are to be played to-day. In the first place, there is the replayed tie between the *Cressy* and the *Leviathan* in the semi-final round of the Shield. As the *Leviathan* managed to draw on Wednesday with only ten men for the greater part of the game, they will be fancied to-day. Their play in the second half of the drawn game was admirable, and if they can keep up this form, should win the Cup. The game is advertised to take place on the Club ground at 2.45 p.m. After this, on the same ground, a Rugby game will come off between the H.K.R.F.C. and H.M.S. *Albatross*. The Club has a good team, and they will want it. Football enthusiasts have no cause for complaint about to-day's matches.

The bowling match down for decision on Monday at the Hongkong Club looks as if it should be interesting. Time was when the Navy played the full strength of the Club but there do not seem so many good bowlers in the China Squadron just now. Nevertheless, there are some very strong players, to judge by recent form on the alleys. The Club team is of fair strength and should hold its own.

The verdict on Tuesday night's boxing was practically unanimous, public and Press alike condemning the disgraceful scenes in the St. Clair-Morgan contest. But with regard to this I should like to point out that the public is partly to blame. The audience was very excitable—particularly the naval part of it—and allegations of "foul" in the first round before any trouble had arisen were calculated to spoil the fight at the very start. The police are much to be commended on the way in which they handled the crowd on the stage in the sixth round. I hear that it is likely that more supervision will be exercised in future before, and not after, such matches.

Owing to some of the members being unwell, and other causes, the Boat Club's regatta has been indefinitely postponed. This is very much to be regretted.

The Royal Hongkong Yacht Club compete for the R.E. Cup on Sunday. The Club has been mentioned in these columns. The Championship Class re-sail the eighth Club Race to-day.

The V.R.C. are training for their sports, which come off on the 4th prox. A "smoker" will be given on the 23rd prox.; a four-oared scratch race also being held on that day. It is expected that gymnasium classes, under an instructor, will commence shortly.

On the 6th ult. the English Football Cup Ties (first round proper) were played off. Woolwich Arsenal, Southampton, and Tottenham Hotspur amongst the Southern clubs won their matches. Millwall, Bristol City, and Portsmouth being defeated, and Reading and Plymouth making a draw. The winning clubs in the North were Blackburn, Burnley, Manchester City, Middlesbrough, Preston, Aston Villa, and Wolverhampton Wanderers. Nottingham drew with Manchester United, and the match at West Bromwich could not be played.

The test matches are over, and Australia by her victory at Melbourne reduced England's lead in the series just concluded to one game—3 to 2. In the final game Warner's team, short of Hayward and with the worst of the wicket, made a poor show, and in a low-scoring contest were more than 200 runs behind. The test matches during the present Australian season have been favoured with singularly poor weather for Australia; and the amount of wet wickets chronicled reminds one of English cricket. To-day the Englishmen commence their last game, playing the return with South Australia, whom they failed to defeat last November through lack of time. Up to date they have only lost two matches on the tour, and they should pull through at Adelaide, in spite of Hayward's illness. On the 17th inst. the team leaves Adelaide, and on the 4th April from thence homeward bound.

A new cricket record was made in Ceylon last month, when Mr. W. S. Kunderley, of the Ceylon Civil Service, put together 231, not out, in the second innings of Kalutara v. Kalani Valley. This is an island record, the previous best being Mr. A. L. Gibson's 218 in 1902. Mr. Kunderley also made 67 in the first innings, but he appears to have been rather lucky in getting his 200.

OMPAK.

## WAR NOTES.

## THE "MANDJOUR" CASE.

The Shanghai Taitai received on Thursday, the 3rd inst., a dispatch from M. Kleimenov, Russian Consul-General, notifying the former that he had received telegraphic instructions from M. Lessor, Russian Minister at Peking, consenting to the disarming of the *Mandjour*, and that the breach-blocks of the big guns, and ammunition of the cruiser shall be handed over to the Imperial Maritime Customs, to be taken care of during the continuance of the present war. Next day the Russian Consul-General sent another dispatch to Ynan Taitai asking him to see Mr. Hobson, the Shanghai Commissioner of Customs, about naming a day when the latter shall call at the Russian Consulate to settle about the handing over of the breach-blocks, etc., of the *Mandjour*. As for the crew of the cruiser, it is believed that only a few men will be left on board as caretakers, the rest to be paroled that they will not fight in the present war and then probably be sent back to Russia.

## NORTH-CHINA NEWS.

The following items are from Shanghai and Japanese papers:—  
The Waiwupa and the Russian Minister at Peking are reported to have decided upon the following as contraband goods during the Russo Japanese war:—Hand and artillery weapons, iron tools, combustible substances, explosive matters and apparatus, all supplies necessary for the artillery, military engineering, and infantry, outfitting iron wires, building pontoons, and pontoon bridges, army provisions, uniforms, material for navigating vessels all kind of engines used on board vessels, all kinds of boilers, coal, *Shih Non oil*, spirits of wine, all telegram codes, railway materials, provisions, rice and stores, horses and live stock, all kinds of necessities for land and naval engagements.

The *China Times* correspondent at Yinkou denies the truth of the report of the frustrated attempt to blow up the Suiyuan railway bridge, and the hanging of three Japanese officers. The statement was circulated by the Russians to impress the Chinese.

It seems now that the Japanese who landed at Tengchow, Shantung, and were reported to have come from a sunken Japanese cruiser, were really from the steamer *Yinsen* which came down near the entrance to Port Arthur. They subsequently went on to Chefoo, and a Japanese cruiser and torpedo-boat entered Chefoo harbour without lights at 1 o'clock on the morning of the 25th ult. and took on board all the survivors, leaving before daylight.

A reliable correspondent sends to the *N. C. Daily News* the interesting news that the whole of the rolling stock from the Shan-hai-kwan-Yinkou line has been brought within the Wall, so that the Russians will find a bare line only when they come that way. From this the correspondent infers that the Chinese, in connection with their northern railway system, are going to profit by their last experience with the Russians.

## THE TSAR'S MANIFESTO.

The *Official Messenger*, St. Petersburg, of the 10th ult. publishes the following manifesto by the Tsar:—

"We proclaim to all our faithful subjects:—  
"In our solicitude for the preservation of that peace so dear to our heart, we have put forth every effort to assure tranquillity in the Far East. To these pacific ends we declared our assent to the revision, proposed by the Japanese Government, of the agreements existing between the two Empires concerning Korean affairs. The negotiations initiated on this subject were, however, not brought to a conclusion, and Japan not even awaiting the arrival of our last reply and the proposals of our Government, informed us of the rupture of the negotiations and of diplomatic relations with Russia. Without previously notifying that the rupture of such relations implied the beginning of warlike action, the Japanese ordered its torpedo-boats to make a sudden attack on our squadron in the outer roadstead of the fortress of Port Arthur. After receiving the report of our Victory on the subject, we at once commanded Japan's challenge to be replied to by arms. While proclaiming this, our resolve, we, in unshakable confidence in the help of the Almighty, and firmly trusting in the unanimous readiness of all our faithful subjects to defend the Fatherland together with Ourselves. We invoke God's blessing on Our glorious forces of the Army and Navy."

A Berlin telegram says that M. Etienne, Vice-President of the French Chamber of Deputies, expressed in the budget committee, the hope that the war in the Far East will be localised, but also the apprehension that the Japanese plans were directed against Indo-China. He said, the French naval basis in Indo-China was not sufficient; it was necessary to build at once fortifications and more men-of-war.

## THE CANTON-KOWLOON RAILWAY.

On the 10th ult. Mr. Weir, M.P., asked in the House the Under-Secretary for Foreign Affairs, seeing that the British and Chinese Corporation were granted a preliminary agreement for the construction of the Canton-Kowloon Railway on March 23, 1898, if he would state when the final agreement was expected to be concluded and the construction of the line proceeded with.

Earl Percy replied: The preliminary agreement for the construction of the Canton-Kowloon line was signed on March 23, 1899. We are informed by the British and Chinese Corporation that as soon as arrangements have been made for financing the Shanghai-Nanking Railway negotiations for the conclusion of the final agreement for the construction of the Canton-Kowloon line will be proceeded with. The matter is receiving very careful attention.

## NAVAL NOTES.

## ADMIRAL SIR CYPRIAN BRIDGE.

Admiral Sir Cypryan A. G. Bridge, K.O.B., paid his farewell visit to Government House yesterday, being received at Blake Pier by a guard of honour and band from the Sherwood Foresters. In the afternoon he was saluted with 17 guns (15 for Admiral; two for Commander-in-Chief) by the new admiral, answering with 13 guns (13 for Vice Admiral; when Vice-Admiral Sir Gerard Noel, the new Commander-in-Chief, officially assumes his position he will be entitled to two more guns). Admiral Sir Cypryan Bridge has shifted his flag to the *Leviathan*, the *Alacrity* being now temporarily occupied by Vice-Admiral Sir Gerard Noel, who may remain on her till the *Glory* is ready for sea-service. Admiral Sir Cypryan Bridge will be busy receiving calls, and imposing the various British warships at Hongkong between this and Monday, when he leaves in the *Alacrity* for passage to Japan. He proceeds home from Japan via Canada. It is very probable that as soon as the *Alacrity* gets to sea he will strike his flag.

## VICE-ADMIRAL SIR GERARD NOEL.

Vice-Admiral Sir Gerard Henry Noel, K.C.M.G., yesterday arrived by the P. & O. s.s. *Sinda* and hoisted his flag on the *Alacrity*. He has been Rear-Admiral of the Mediterranean Fleet; Lord of the Admiralty, 1893-98, and A.D.C. to Queen Victoria 1894-96. He was born in 1845.

## H.M.S. "MOORHEN."

H. M. river-gambot *Moorhen* returned to Hongkong from a cruise yesterday.

## RUSSO-JAPANESE WAR AND THE CHINA SQUADRON.

The following paragraph from a home paper of the 12th ult. is interesting:—Although there is no expectation at the present moment that Great Britain will be drawn into the fight in the Far East, the Admiralty is preparing for any eventuality that may arise. There is no feverish anxiety in the matter, but in every dockyard and on every station preparations are being quietly proceeded with. Nothing has been settled yet as to reinforcements for the China station, but certain ships on the Mediterranean, East India, and Australian stations are being kept ready to sail on the shortest notice. A cruiser squadron will also probably be got together in the Mediterranean which can be at once despatched if the necessity arises. The names of the *Formidable* and the *Russell* are mentioned as two of the three battleships that may be sent to the China station, and it is also stated that the two ex-Chilean battleships, *Triumph* and *Swiftsure*, are being pushed forward as rapidly as possible, and will be commissioned for China as soon as they are ready. The Admiralty has notified the men in the various divisions of the Naval Reserve the ships and depots they are to join in the event of their being called up for service.

## HOCKEY CUP.

H.M.S. "LEVIATHAN" v. H.M.S. "OCEAN".  
The above, a Cup match, was played on the Club Ground at Happy Valley yesterday afternoon. It was the *Leviathan's* second appearance in the shield; on the first occasion they beat the *Centurion* by three goals to nil. After some fast, fairly even play England scored a good goal for the *Leviathan* amid great applause. Chichester (*Leviathan*) got a nasty knock, necessitating his lying down for some time. The *Leviathan* shortly afterwards had their revenge on Drake Brockman, who received an injury. Chichester, having a relapse, was obliged to retire. Dowling then scored a goal for the *Ocean*. Morris, the *Ocean's* goalkeeper, limping badly, demonstrated that he was hurt too. Holt scored another for the *Ocean*. At half-time the score was *Ocean*, 2; *Leviathan*, 1. Although the ball was once kicked into the *Ocean's* net nothing further was scored before the whistle finally announced a win for the *Ocean*.  
A semi-final Cup match will be re-played on Monday between the 11th Mahratta Light Infantry and the 33rd Burma Infantry (2nd team). They drew a week ago, each side scoring two goals; the game promises to be a good one.

## CHURCH SERVICES.

S. JOHN'S CATHEDRAL.  
Centenary of the British and Foreign Bible Society.  
March 13th; 4th Sunday in Lent.  
Holy Communion (7.30 a.m.)  
Matins (10 a.m.)  
Responses, Psalms; Venite, Psalms; Psalms, Crotch and Cooke; Benedicite, Ward in A.; Jubilate, Ayton in E.; Anthem, "Call to remembrance, O Lord"—Farant; Hymn—112; Offertory Hymn, 256.  
Evening Song (5.45 p.m.)  
Responses, Psalms; Psalms, Barnby, Turle and Hawes; Magnificat, Robinson in E flat; Nunc Dimittis, Hopkins in A flat; Hymns, 197, 254, and 257; Vesper Hymn—Ward (No. 1).

S. PETER'S CHURCH.  
Queen's Road West.  
Holy Communion, 7.30 a.m.  
Matins (11 a.m.)  
Venite, Jones; Te Deum, Woodward; Benedicite, Troutbeck; Hymns, 4, 46, 113, and 320.  
Evening Song (6.30 p.m.)  
Magnificat, Goss; Nunc Dimittis, Crotch; Hymns, 11, 52, 91, and 16.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m.) returning afterwards. The Answering Penitent is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday School 10-10.45 a.m.

GOSPEL HALL.  
Arsenal Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—Acts 2, 43, 11 a.m.; Gospel Address, 6 p.m.  
Tuesday—Soldiers' and Sailors' Bible Class 6 p.m.  
Thursday—General Bible Class, 6 p.m.  
Sunday—Prayer Meeting, at 6 p.m.

## SUPREME COURT.

Friday, 11th March.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

WATKINS LD. v. L. D. HILLS.

This was an action in which Watkins Ltd., chemists, druggists, wine merchants, etc., carrying on business at 31, Queen's Road Central, sought an injunction to restrain Livingston D. Hills, lately employed by them as an assistant, from acting as assistant in the trade or business of a chemist, druggist, or perfumery in Hongkong. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almeida Castro, solicitor), appeared for the plaintiff. Defendant was unrepresented.

Mr. Slade read the statement of claim, which was to the effect that defendant was a chemist, and was formerly an assistant in the employ of the plaintiff company and was now an assistant at The Pharmacy, 12, Queen's Road Central. By an agreement dated 20th December, 1901, made between the plaintiff company and the defendant for the consideration therein mentioned the defendant agreed to serve the plaintiff company as a general assistant in Hongkong or at any Treaty port of China or in the Philippine Islands for a term of five years commencing from the day of his landing in Hongkong. By clause 3 of that agreement defendant bound himself not to, at any time during the continuance of the said term or at any time thereafter on any day either directly or indirectly, either on his own account or as an agent, or as a partner in any person or persons or company or companies in the trade or business of a chemist, druggist, dentist, or water manufacturer, wine and spirit merchant, or perfumery in Hongkong or at any Treaty port in China or in the Philippine Islands except for the benefit of or with the written consent of the plaintiff company. Defendant arrived in this Colony in or about February, 1902, and continued to act in the capacity of general assistant to the plaintiff company until 20th October, 1903, when the plaintiff company dismissed him from their service for misconduct and neglect of duty. Since his dismissal defendant in breach of his agreement and with the consent of the plaintiff company had entered into the service of the firm carrying on business at 12, Queen's Road Central, as druggist and chemist, wine and spirit merchant and perfumery, under the style of "The Pharmacy." Plaintiffs claimed they had been injured in their business by reason of the act of the defendant, and would continue to be injured unless the defendant was restrained from continuing to commit breaches of his agreement; they accordingly sought an injunction as described above.

His Lordship said there were a great many cases of this kind in the *Encyclopaedia of Law*. These restrictions of trade must be reasonable. He supposed defendant's passage had been paid out?

Mr. Slade—Yes.

His Lordship—I think it is a reasonable thing that he should not be employed here; I think it is an unreasonable thing that he should not be employed in any Treaty port.

Mr. Slade—We are not asking for that, my Lord.

Mr. G. A. Watkins, of Watkins, Ltd. having given evidence.

His Lordship granted the injunction, restricted to Hongkong, with costs.

## POLICE COURT.

Friday, 11th March.

BEFORE MR. T. SERCOMBE SMITH (POLICE MAGISTRATE).

## BLUE-JACKETS IN TROUBLE.

Robert Johnston, stoker, H.M.S. *Amphitrite*, and John Hester, able seaman, H.M.S. *Sirius*, were arraigned before His Worship at the Magistrate's yesterday morning on three charges. The first was assaulting the police in the execution of duty; the second, tearing and damaging the clothing of a constable; and the third, being drunk and disorderly in the public street, to wit, Queen's Road Central. The first defendant pleaded not guilty, the second defendant saying that he knew nothing about it, as he did not remember anything. William Sleeman, P.C. 37, sworn, stated that at 11.30 p.m. on the 9th inst. he was off duty and was on his way to his quarters. He was walking along Queen's Road Central in plain clothes when he heard a police-whistle, and going to the place from which the sound proceeded, he saw a blue-jacket assaulting P.C. 9, by hitting him on the neck with his fist. Witness told the man he was a police constable, and he put him under arrest. While doing so he saw the first defendant holding Indian P.C. 697 by the arm. Witness told the man to let the man alone, when first defendant turned and seized witness by the shoulder and front of his jacket. He told the man he was a police constable, but as he still held on, witness had to use force, and gave the man a back-handed blow on the face with his open hand. He then let go, but tore witness's jacket at the edge and ran to the side. He was then standing with his back on another man, whom he was arresting, so he was obliged to let the first defendant go. He took the other man to the Central Station, and was about to go back to the scene of the disturbance when P.C. 24 brought in second defendant in a chair, followed by first defendant, and about a dozen more. Witness recognised the first defendant as the man who had assaulted him and torn his jacket, and arrested him and charged him. He saw the

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second defendant on the ground when he was held by first defendant. He did not see second defendant do anything.

P.C. 9, sworn, stated that he was on duty on the 9th at 11.40 p.m. when he saw a blue-jacket taking away a ricksha along Queen's Road Central, and told him to leave it alone and re-join his comrades. He put down the ricksha and turned and struck witness on the chest. He caught hold of him, when several other sailors came up and struck witness, and knocked him down. He had a mark over the left eye. The second defendant again struck him, this time over the ear. Witness then drew his truncheon and tapped him over the head. The man fell down. There were over fifty blue-jackets about at the spot then. He saw the first defendant catch hold of P.C. Sleeman. He heard Sleeman say that he was a constable. He saw several men holding an Indian constable.

George Willis, P.C. 24, corroborated the story of the arrest of the first defendant, and added that he put the second defendant, who was bleeding from a wound in the head, in a chair and took him to the Central Station, afterwards sending him to hospital, where his wounds were dressed. P.C. Sleeman, re-called, said the jacket was damaged to the extent of \$5. First defendant tried to play the "injured innocent," but his own witnesses whom he called could not testify in his favour, when under oath. The second defendant said he could not remember anything about it. It was five months since he had been ashore, and he took a little drink, but knew nothing about all the trouble.

His Worship, in sentencing the men, pointed out that it was a very grave and serious matter to molest the police, who must be protected. He would fine the first defendant \$20 or 21 days, and he must also pay \$5 compensation for the damaged coat or 7 days. Taking into consideration the knock-down blow the second defendant had received, he would fine him \$10 or 14 days. The fines were paid by their officers, who were watching their cases.

## THE "BALLARAT"—"CHANG ON" COLLISION.

As our Shanghai telegram announced on Tuesday last, there was a collision on the 6th inst. between a P. & O. mail steamer and the river-boat *Chang On* at Woosung. We take the following account of the affair from the *N. C. Daily News*:

A serious collision occurred at Woosung between the P. & O. S. mail steamer *Ballaarat*, which was to leave with the mails for Europe to-morrow (the 8th) at daylight, and the river-boat *Chang On*. The *Ballaarat* left her mooring at the P. & O. Buoy on Saturday and proceeded down river, but anchored off Black Point. On the 6th she again weighed anchor and resumed her course down the river, crossing the Inner Bar about 2.30 p.m. There she met the *Chang On*, which was coming in on the flood tide. Just opposite Pleasant Point, for some reason at present unexplained, the two vessels collided, the bows of the *Ballaarat* striking the *Chang On* amidships on the port side, cutting a big hole right down to the water's edge and shoving her right away aft from under the natives in the port galleys rushed out immediately they saw that a collision was inevitable, otherwise there might have been loss of life. The engine-room of the *Chang On* must have been cut into, as in less than a minute the water was up to the platform. At the time of the collision several of the *Chang On* Chinese passengers jumped overboard, but were all picked up by saupans and boats sent out from the Japanese cruiser *Akikabuma* and the Chinese cruiser in the vicinity. Although her engines had been slowed down opposite Woosung Creek, when the collision was foreseen, the strong wind and tide were sufficient to help the *Chang On* to get to the river bank, on the north side, close to the Customs Station, where she now lies beached. Too much praise cannot be given to those on board the Japanese cruiser *Akikabuma*. They sent boats as soon as the collision occurred, picked up passengers ashore, and also carried a wire cable from the *Chang On* to the shore, to prevent her slipping off. The *Chang On* is badly damaged about the fore-foot, and came round and came back to Shanghai. The *Chang On* is cut into as stated above, but it is expected that the cargo can be got out of her and she can then be towed up river. There are only 3 inches of water in her main hold.

## SHIPPING NOTES.

## ARRIVALS.

The s.s. *M. Strauss* arrived from Tientsin yesterday, having experienced drizzly weather. The s.s. *Chow Tai* arrived from Bangkok yesterday with some 2,000 tons of rice for Messrs. Butterfield & Swire. She experienced fog and rainy weather from Paduan.

The P. & O. s.s. *Sinda* arrived from Bombay yesterday, having taken the outward Europe mail on board at Colombo. She experienced fine weather.

The s.s. *Sophia Rickmers* arrived from Kuchinoten yesterday with 3,000 tons of coal for the M.L.E. She experienced foggy weather during the latter part of the voyage.

The P. & O. s.s. *Coromandel*, taking the turn of the injured *Ballaarat*, arrived from Shanghai yesterday. She experienced strong monsoon and overcast, rainy weather.

The s.s. *Gaelic* arrived with the San Francisco mail yesterday.



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Pakhoi, 17th December, 1903.

Des Kaiserliche Konsul A. H. von VARCHMIN.

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## THE WOMAN ON THE DERELICT, BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL, BY GUY BOOTHBY.

(Author of "Dr. Nikola," "My Indian  
Queen," &c., &c.)

### CHAPTER X.—Continued.

When we had secured a John, we set off, and  
in due course reached the place in question. It  
was a pretty little spot of the usual Italian type,  
shut in by cypresses, larches, and overgrown  
oaks, with, of course, the inevitable olive. We  
entered, and this time made enquiries of an  
elderly man-servant, who with many gesticulations  
informed us that the illustrious Signor  
Canti was at that moment taking the air in his  
garden. If we would be pleased to follow him,  
he would be pleased to conduct us.

We did so, and were led down a cypress-  
bordered walk towards a small summer-house,  
before which an old man with gray hair, and  
wearing a velvet coat, was hobbling up and  
down, supported by a stick. As it soon appeared,  
he did not hear us, being well nigh as deaf as a  
post. At length my interpreter was able to  
make him understand the reason of my intru-  
sion upon his privacy. I took the photograph  
from my pocket, and handed it to the interpreter,  
with the request that he would ask the old gen-  
tleman whether he could remember the original.

Having produced his spectacles he examined  
it carefully, and then, suddenly throwing up  
his hands, as if in astonishment, he said some-  
thing exactly to my companion. That he had  
recognized her was evident from his exclamation,  
which was only equalled by my own. Why  
didn't he speak? I was in a fever of impatience.  
I implored the interpreter to hurry him.

An animated conversation ensued. At last  
my man turned to me.

"She was the best pupil he ever had, he says,  
and her name, so far as I can understand him,  
was Angela Carbridge, but he says that, if you  
will accompany him into the house, he will show  
you one of her pictures with her signature upon  
it. He has also a photograph of her, taken in  
Florence two years ago."

Tell him that I will accompany him only  
too gladly," I hastened to say. And as we  
made our way along the path towards the Villa,  
I murmured to myself, over and over again,  
"Angela Carbridge, Angela Carbridge."

I liked the name better than Alexandra, and it  
seemed to fit her soft beauty better than any  
other could do.

When we reached the house he invited us to  
enter and conducted us to a room on the right,  
the walls of which were literally covered with  
paintings. Passing to one at the further end  
he pointed to it with his stick and said some-  
thing to my companion.

"He wishes to tell you that that is the pic-  
ture, and that you will find her name upon it,"  
I stepped forward and examined it. In the  
left hand corner was the name, "Angela Car-  
bridge." It was a beautiful picture, and of just  
the type I should have imagined she would have  
been.

While I was examining it, he was searching  
in a handsomely carved old desk for what eventu-  
ally proved to be an album containing the  
portraits of some hundreds of his pupils. At  
length he found it, and hobbling across the room  
placed it upon the table. So poor was his eye-  
sight that, when he leant over it, his nose  
nearly touched the page. At last he came upon  
what he wanted, and signed to me to look at it.  
It was she—there could be no doubt about that.  
But in this photograph there was no sign of  
sadness—no premonition of the sorrow that was  
to come. I would have given anything for it,  
but the old man would have been insulted had I  
asked him for it. I told the interpreter to in-  
quire whether the old gentleman knew what  
had become of her—but he only shook his head  
sadly, and then striking the table with his fist  
burst into a torrent of speech. When he had  
finished the interpreter began.

"He can tell you nothing, he says, but that  
she left him suddenly and without warning. He  
believed that she was the victim of treachery,  
and that, old as he is, could he meet the man, he  
would kill him with his own hands."

"Tell him that I will stake my life on her  
purity," I cried passionately.

"He says that he believes in her, as much as  
the Signor does."

"Has he any idea who the man was?"  
He shook his head.

"But the other pupils asserted that there was  
a man in the case."

"Is there any pupil who said so living in  
Florence?" I asked.

But it appeared that there was not. They  
had drifted all over the world. Some were in  
Paris, some in Berlin, some in Vienna. Many  
had gone back to America and some to Eng-  
land. On hearing this, you may be sure that  
I pricked up my ears, and enquired whether he  
would give me the name and address of one of  
them.

"This took some time to find, but eventually  
he was successful, and I wrote in my pocket  
book, "Miss Matheson, Belgrave Studios,  
Fulham Road." I resolved to call upon Miss  
Matheson immediately I reached London.

There was another in Lanesdown, but the old  
gentleman did not seem quite certain whether  
she was studying under him at the time. I  
thanked the old gentleman most heartily for the  
assistance he had rendered me. He begged that  
I would not do any thing of the kind, that it was  
an honour for him that I should ask his assistance,  
particularly that I should ask such a long  
distance to do so, and then enquired whether I  
could give him any news of his old pupil.

And when I informed him that she was in London,  
painting as well as over, tears rose in the old  
man's eyes and coursed down his cheeks.

Before leaving he insisted that I should par-  
take of his hospitality, and begging me to excuse  
him, left the room, to return a few minutes  
later with a flask of wine, his old servant  
following him with glasses.

After the dusty drive we had had, it was ex-  
ceedingly refreshing. Then bidding him  
"adieu," we proceeded to the cab. As we drove  
along I turned over in my mind what I had  
heard, and felt the anger rising again at the  
thought of any imputation being brought  
against the woman I had learnt to love. On

reaching the hotel I paid off the cabman and the  
interpreter, and, regarding the latter liberally for  
the work he had done for me. He received my  
purses and largesse with the air of a man con-  
scious of having done his duty as no other could  
do it, and with a sweep of his hat, bowed me a  
farewell.

The evening was an oppressive one, and not  
caring to remain indoors with nothing but my  
own thoughts to occupy me, I put on my hat,  
lit a cigar, and determined to go for a stroll.  
It was a beautiful moonlight night, and the old  
city looked very picturesque in the mellow light,  
and having learnt by this time to pronounce the  
name of my Hotel, and the street in which it  
was situated, I thought I might rely with some  
sort of security on reaching it once more. So I  
rambled on, as the fancy took me, gradually  
passing from the more aristocratic quarter of  
the city into the poorer part.

At last I thought it was time to retrace my  
steps, only to discover that it was not quite so  
easy as I supposed. The first two or three streets  
were comparatively easy, for they were  
fresh in my memory, but after that I found my-  
self hopelessly fogged, as much as a new chum  
in Australia who gets bushed in a Malles Scrub.

I repeated the name of my hotel and the street  
in which it was situated to several passers-by,  
but they either did not understand us, or they  
were too sulky to reply, knowing that I was a  
foreigner. However, I believed I knew the  
direction in which the river flowed, and I  
determined to try for that and run along it  
until I came to a part with which I was  
acquainted.

Trusting to my luck, I set off again, but  
though it seemed as if I had walked miles, I was  
no nearer home than before. I paused again to  
consider, and as I did so the sound of stealthy  
steps behind me caught my ear. I wheeled  
round, and as I did so, a knife flashed in the  
moonlight, and a cool omelette my neck.

I had had that game played on me before, and  
knew exactly what to do.

Before it could be pulled tight, my right foot  
was in the fellow's stomach, and the word was  
in my hand. The other rushed at me with the  
knife, but he had time to use it before I had  
him by the wrist from the inside. It broke like  
a piece of dry stick. A good lead off with the  
left under his jaw laid him upon his back, and  
gave me time to examine his friend, who was be-  
ing very sorry for himself on the ground.

"A pretty pair you are," I observed. "It's  
no fault of yours that I am alive at this minute.  
Turn over, my friend, to the stomach ache, and  
let me have a look at your handsome coun-  
tenance. Great Scott!"

He was none other than my dapper friend, the  
man who had got into the railway carriage at  
Charing Cross, and who had been so seelish on  
the way to Calais.

I then crossed to the other man, who was still  
unconscious. He, however, proved to be a  
stranger.

"You don't mind, my friend," I observed.  
"I'll take possession of this pretty little pen-  
cible of yours, and I'll go through your pockets  
to see if I can find any document bearing upon  
this case."

I did so, but all I could discover was one let-  
ter, which I placed in my pocket to be examined  
later. The other fellow had nothing on him in  
the way of correspondence, but what was better  
still he was beginning to revive. Lifting him to  
his feet by the scruff of his neck, I told him of  
the predicament in which I was placed in not  
being able to find my way back to my hotel. I  
told him that I wished to get there as soon as  
possible, and that I desired him to take me  
there. I showed him the letter I had taken from  
his friend, and informed him that I would use  
it on him without the least compunction if he  
played me any tricks.

"As we are old fellow-travellers," I con-  
tinued, "we will show our regard for each other  
by walking arm in arm. It will then be impos-  
sible for you to get away from me."

Seeing that it was useless for them to resist he  
accepted the inevitable, and in less than a quar-  
ter of an hour I was bidding him "good-night"  
on the doorstep, accompanied by some advice  
which may, or may not, have proved of service  
to him.

(To be continued.)

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly  
share report, dated Hongkong, 11th March,  
1904:—

With the exception of a large business in  
Indo-China, and a fair one in Sugars we  
have but little to report. General business  
continues dull and rates have ruled weak.

BANKS.—Hongkong and Shanghai, after  
small sales at \$610 declined to \$605 nominal,  
with no buyers over that rate; with no sellers,  
however, the rate must still be considered more  
or less nominal. The London rate continues  
unchanged at £38. Nationals are still enquired  
for at \$24 without interest.

MARINE INSURANCES.—Unions have declin-  
ed to \$480. China Traders remain unchanged  
at \$50 after small sales at that rate. Canton  
have changed hands at \$175 and remain on offer  
at that rate. In the Northern Insurance Co's.  
we have nothing to report.

FIRE INSURANCES.—Hongkong have found  
buyers at \$280 ex div. of \$223 paid on 7th  
inst., while Chinas are on offer at \$83 ex div.  
of \$7 paid to-day.

SHIPPING.—Hongkong, Canton and Macao  
have been placed at \$27, sellers ruling the  
market at times of writing at that rate. Indo-  
China, after sales at \$24, quickly rose to \$31,  
with sales at intermediate rates for each and at  
about equivalent rates forward, chiefly for June  
July and August. The rates were fairly well  
maintained until yesterday, when a weakness  
was apparent, and has since become accentuated,  
the market closing at \$33 cash sellers, and a  
comparatively lower rate forward. Shell  
Transporters, after sales at 18/6 and 18/9, close  
firmer, with buyers at 19s. Old Star Papers are  
inquired for at \$30. Douglas remain unchang-  
ed and without business. China and Manila  
have been placed at \$26, and close with sellers  
at that rate. This Company's report which was  
published to-day shows a balance at the debit  
of working account of \$6,124,636, against a  
debit balance of \$4,354,181 brought forward  
from last year. The profit and loss account is  
credited with the profit (\$12,748,440) on the  
book value of the Diamond, which has been  
sold, and also with \$31,223,36 transferred  
from under working account.

REFINERIES.—China Sugars have been the  
medium of a fair business at \$107, \$108 and  
\$109 cash, and equivalent rates on time, the  
market closing firm at the latter rate. Luzons  
are unchanged at \$10 sellers.

MINING.—A few Reals have changed hands  
at \$7 and \$7, and more shares are obtainable  
at the lower quotation.

DOCKS, WHARVES AND GODOWNS.—Hong-  
kong and Whampoa Docks have sold at \$205  
and more shares are on offer at this rate.  
Hongkong and Kowloon Wharves are weak  
at \$92, ex the final dividend of \$21 per share  
for 1903 paid to-day. New Amoy Docks con-  
tinue on offer at \$37.5. Furnaces are quoted  
at \$14.14.

LANDS, HOTELS, AND BUILDINGS.—Hong-  
kong Lands have been placed at \$143 at which  
rate more shares are procurable. Kowloon  
Lands and West Point continue on offer at  
quotations. Hongkong Hotels have dropped to  
\$143 sellers. Humphreys' Estates have sold and  
continue in request at \$101. Shanghai Loo is  
steady in the North at \$12.100.

COTTON MILLS.—No business is reported and  
this head.

MISCELLANEOUS.—Green Island Cements can  
be placed at \$24. China Borneo are firm with  
buyers at \$37. Watsons have sold at \$141.  
Ices have receded to \$224 sellers. Ropes are  
procurable at \$150, and Tramways at \$30.  
China Light and Powers are wanted at \$4.

MEMOS.—China Borneo Co., Ltd. ordinary  
yearly meeting on the 19th March. China and  
Manila Steamship Co., Ltd. ordinary yearly  
meeting on the 14th March; transfer books  
closed from the 16th to 19th March inclusive.  
Hongkong Hotel Co., Ltd. ordinary half-yearly  
meeting on the 19th March; transfer books  
closed from the 16th to 19th March inclusive.  
China Sugar Refinery Co., Ltd. and Luzon  
Sugar Refinery Co., Ltd. ordinary yearly meet-  
ings on the 24th March.

CLARKE'S B 41 PILLS are  
warranted to cure in either sex, all acquired or  
constitutional Discharges from the Urinary  
Organs, Gravel, and Pains in the Back. Free  
from Mercury. Established upwards of 30  
years. Sold by all Chemists and Patent  
Medicine Vendors throughout the World.  
Proprietors, THE LINCOLN AND MIDLAND  
COUNTIES DRUG COMPANY, Lincoln, England.

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BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [419]

AUGUS DE LA PRESSE.  
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NOTICE TO CONSIGNEES  
NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.  
FROM BOMBAY AND SINGAPORE  
THE Steamship

"ISCHIA."  
Having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., whence delivery  
may be obtained. Perishable Goods to be  
taken delivery of immediately.

All damaged packages must be left in the  
Godowns, and a certificate obtained from the  
Godown Company, within seven days after the  
vessel's arrival here, after which no claims will  
be recognised.

No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
14th instant, will be subject to rent.

CARLOWITZ & CO.,  
Agents.  
Hongkong, 7th March, 1904. [14]

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH"  
FROM LEITH, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby inform-  
ed that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd., whence  
delivery may be obtained. Perishable Goods to be  
taken delivery of immediately.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods undelivered  
after the 14th inst., will be subject to rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before the  
22nd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 8th March, 1904. [680]

CONSIGNEES WANTED  
of  
1/18 18c/s Window Glass.  
W. S. 16 33/43 11c/s Plate Glass.

arrived from Antwerp per s.s. Heinrich Menzell.  
Consignees are requested to communicate with  
the undersigned.

SANDER, WIELER & CO.,  
Agents.  
Hongkong, 11th March, 1904. [715]

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-  
WERP, LONDON, PORT SAID  
AND COLOMBO.

THE Company's Steamship  
"WAKASA MARU"  
having arrived from the above ports, Consignees  
of Cargo are hereby informed that their  
Goods are being landed and placed at their risk  
in the Hongkong and Kowloon Wharf and  
Godown Company's Godown at Kowloon, where  
each consignment will be sorted out mark by  
mark and delivery can be obtained as soon as  
the Goods are landed.

Optional Goods will be carried on unless in-  
structions are given to the contrary before  
Noon, To-day, 10th inst.

Goods not cleared before the 17th inst. will  
be subject to rent.



## SHIPPING.

**ARRIVALS.**  
 Mar. 10, GABRIEL, British str., 2,631, William Finch R.N.E., San Francisco 10th Feb., Honolulu 18th, Yokohama 2nd Mar., Kobe 4th, Nagasaki 6th, and Shanghai 8th, Mail and General. - O. & S. S. Co.  
 Mar. 10, HANOR, French str., 739, P. Marles, Haiphong and Hanoi 9th Mar., General.  
 Mar. 11, CHOWHAI, German steamer, 1,115, H. Portor, Bangkok via Kolsichung 4th Mar., Bice. - BUTTERFIELD & SWIRE.  
 Mar. 11, COROMANDEL, British str., 2,783, G. M. Montford R.N.E., Shanghai 8th March, Mail and General. - P. & O. S. N. Co.  
 Mar. 11, HANCHING, British str., 1,267, A. E. Hodgins, Swatow 10th March, General. - DOUGLAS LARRAIK & CO.  
 Mar. 11, HAILAN, French str., 377, L. Danielsen, Pakhoi and Hanoi 10th Mar., General. - A. R. MARTY.  
 Mar. 11, M. STURVE, German str., 986, P. Brandt, Tientsin via Swatow 9th March, General. - SHAKA SHOSHEN KAISHA.  
 Mar. 11, SIMLA, British str., 3,805, F. Summers, Bombay 23rd Feb. and Singapore 6th Mar., Mail and General. - P. & O. S. N. Co.  
 Mar. 11, SUEHIC, German str., 2,262, H. Pape, Kuchinatun 7th March, Coal. - MITSUBI BISHAN KAISHA.

**DEPARTURES.**  
 11th March.  
 Progress, German str., for Hanoi.  
 Tientsin, British str., for Kobe.  
 Tientsin, British str., for Chinkiang.  
 Zafiro, British str., for Manila.

**DEPARTURES.**  
 11th March.  
 AMARA, British str., for Saigon.  
 DUEMA, German str., for Australia.  
 INDEPENDENT, German str., for Kobe.  
 KANSU, British str., for Swatow.  
 KWANGLO, Chinese str., for Shanghai.  
 ST. NICHOLAS, British str., for Bassina.  
 TAKSANO, British str., for Swatow.

**VESSELS IN DOCK.**  
 11th March.  
 ABERDEEN DOCK. - Beechley, H.M.S. "Gloria", H.L.G.M.S. "Morve", H.M.S. "Gloria", H.L.G.M.S. "Morve", H.M.S. "Gloria", H.L.G.M.S. "Morve".

**VESSELS ON THE BERTH.**  
 NAVIGAZIONE GENERALE ITALIANA.  
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**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
 Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and FRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

**"ISCHIA."**  
 Captain Magnanini, will be despatched as above TO-DAY, the 12th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO., Agents.  
 Hongkong, 3rd March, 1904.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
 FOR SWATOW, AMOY AND FOCHOW.  
 The Company's Steamship  
 "HANCHING."  
 Captain Hodgins, will be despatched for the above ports TO-MORROW, the 13th inst., at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LARRAIK & CO., General Managers.  
 Hongkong, 10th March, 1904.

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
 THE Steamship  
 "ARRATON APCAR."  
 Captain E. Fey, will be despatched for the above ports on TUESDAY, the 15th inst., at 3 P.M.  
 For Freight or Passage, apply to  
 DAVID SASSON & CO., LD., Agents.  
 Hongkong, 11th March, 1904.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 PAQUEBOTS-POSTES FRANCAIS.  
 STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

**PORTS OF BRAZIL AND RIVER PLATE.**  
 ON TUESDAY, the 22nd March, 1904 at 1 P.M., the Company's Steamship "SYDNEY," Captain Blant, with Mail Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon only on Monday, the 21st March. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 10th March, 1904.

**STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.**  
 (With liberty to call at Philippine Ports.)

**"KENNEBEC."**  
 Captain Geo. E. Wallace, will be despatched as above on or about WEDNESDAY, the 23rd inst.  
 For Freight or further information, apply to  
 STANDARD OIL COMPANY OF NEW YORK.  
 Oriental Freight Department.  
 Hongkong, 2nd March, 1904.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via Ports of Call	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	ASAX	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	15th inst.
LONDON & ANTWERP, via SINGAPORE, SC	DORSET	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	PAC LING	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	29th inst.
LONDON & ANTWERP	MACHAN	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	12th April.
MARSEILLES & C. via Ports of Call	TELEMACIUS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	26th April.
BREMEN, via Ports of Call	SYDNEY	Brit. str.	Blanco	MESSAGERIES MARITIMES	22nd inst., at 1 P.M.
HAVRE & HAMBURG	RUON	Ger. str.	G. Meiners	MELCHERS & CO.	16th inst., at Noon.
HAVRE & HAMBURG	HAMBURG	Ger. str.	Mittelfeld	HAMBURG-AMERIKA LINIE	21st inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	10th April.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	10th April.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	19th April.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dorek	HAMBURG-AMERIKA LINIE	3rd May.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	HAMBURG	Ger. str.	Stable	HAMBURG-AMERIKA LINIE	23rd inst.
TRIESTE & C. via SINGAPORE, SC	GAUCES	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	15th inst.
GENOA, MARSEILLES & LIVERPOOL	DOUGLAS	Brit. str.	G. W. Gordon	BUTTERFIELD & SWIRE	20th April.
NEW YORK, via SUEZ CANAL	AVENUE	Brit. str.	Geo. R. Wallace	STANDARD OIL CO.	About 2nd inst.
NEW YORK, via SUEZ CANAL	KENNEBEC	Brit. str.	G. W. Gordon	CANADIAN PACIFIC CO.	29th inst.
VANCOUVER, via SHANGHAI, & C.	E. OF CHINA	Brit. str.	G. W. Gordon	CANADIAN PACIFIC CO.	27th April.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENS	Brit. str.	J. Truebridge	DODWELL & CO., LIMITED	16th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	VICTORIA	Brit. str.	J. Truebridge	DODWELL & CO., LIMITED	24th inst.
PORTLAND, OREGON	NINICHOV	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	8th April.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	About 11th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	16th inst., P.M.
YOKOHAMA & KOBE	YAMASA MARU	Brit. str.	J. B. MacMillan	NIPPON YUSEN KAISHA	14th inst., at Noon.
KOBE & YOKOHAMA	CHINGTO	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	21st inst.
SHANGHAI	KWANGLO	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	PAKHOI	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	14th inst., at 4 P.M.
SHANGHAI	SUNGLANG	Brit. str.	R. F. Summers	BUTTERFIELD & SWIRE	18th inst., at Noon.
FOCHOW, via SWATOW & AMOY	TRIUMPH	Brit. str.	A. Hansen	OSAKA SHOSHEN KAISHA	20th inst., 10 A.M.
TAM-UI, via SWATOW & AMOY	M. STURVE	Brit. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
TAM-SUI, via SWATOW & AMOY	PRINCE	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	17th inst., 10 A.M.
ANPING, via SWATOW & AMOY	TRIUMPH	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	23rd inst., 10 A.M.
SWATOW, AMOY & FOCHOW	H. CHING	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
MANILA	KAIFONG	Brit. str.	E. Rodger	OSAKA SHOSHEN KAISHA	To-day, at Noon.
MANILA DIRECT	ZAFIRO	Brit. str.	E. Rodger	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
MANILA	CHINGTO	Brit. str.	R. W. Almond	OSAKA SHOSHEN KAISHA	16th inst., at 4 P.M.
MANILA DIRECT	CHINGTO	Brit. str.	R. W. Almond	OSAKA SHOSHEN KAISHA	19th inst., 10 A.M.
MANILA	CHINGTO	Brit. str.	R. W. Almond	OSAKA SHOSHEN KAISHA	About 30th April.
SINGAPORE, PENANG & CALCUTTA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	15th inst., at 3 P.M.
Y-MARU, via SINGAPORE & PENANG	ISCHIA	Ital. str.	E. Fey	DAVID SASSON & CO., LTD.	To-day, at Noon.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANGHAI, MOJI & KOBE (Passing through the Inland Sea)	MALACCA A. F. Street	About 11th March	Freight and Passage.
LONDON, & C.	COROMANDEL G. M. Montford, R.N.E.	Noon, 12th March	See Special Advertisement.
SHANGHAI	SIMLA R. F. Summers	4 P.M., 12th March	Freight and Passage.
LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	BORNEO G. W. Gordon, R.N.E.	About 17th March	Freight and Passage.

For further Particulars, apply to  
 E. A. HEWETT, Superintendent.  
 Hongkong, 10th March, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
 "INDRA SAMBHA" ..... 6,197 Tons ..... W. E. Craven ..... March 24, 1904  
 "INDRA VELLE" ..... 4,599 Tons ..... R. P. Craven ..... April 24, 1904  
 Through bills of lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 10th February, 1904.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPERESS OF CHINA" ..... 6,000 Tons ..... WEDNESDAY, 30th Mar.  
 R.M.S. "EMPERESS OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 20th April.  
 R.M.S. "ATHLETIC" ..... 5,852 Tons ..... WEDNESDAY, 27th April.  
 R.M.S. "EMPERESS OF JAPAN" ..... 6,000 Tons ..... WEDNESDAY, 11th May.  
 R.M.S. "TARTAR" ..... 4,425 Tons ..... SATURDAY, 21st May.  
 Hongkong to London, 1st Class ..... via St. Lawrence 200 ..... via New York 262  
 Intermediate on Steamers ..... 240 ..... 262  
 and 1st Class Rail ..... ..

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.  
 For further information, Maps, Guides, Hand-books, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent,  
 9, Pall Mall Street.

**OSAKA SHOSHEN KAISHA**  
 REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAM-SUI, via SWATOW AND AMOY	"M. STURVE"	SUNDAY, 14th March, at 10 A.M.
TAM-SUI, via SWATOW AND AMOY	"T. BRANDT"	THURSDAY, 17th March, at 10 A.M.
FOCHOW, via SWATOW AND AMOY	"H. A. HARALDSEN"	SUNDAY, 20th March, at 10 A.M.
ANPING, via SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 23rd March, at 10 A.M.
	"TRIUMPH"	March, at 10 A.M.

On account of the present state of political affairs all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
 T. ARIMA, Manager.  
 Hongkong, 11th March, 1904.

**HONGKONG-CANTON LINE.**  
 THE British steamship  
 "TING KING"  
 Captain Ramsey, of 1888 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ..... \$300 for Single journey  
 2nd ..... 150  
 Meals ..... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904.

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC & CO. BOSTON S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA B.C. AND TACOMA**  
 VIA  
 SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* VICTORIA	3,502	J. Truebridge	Wednesday, March 16th
* TREMONT	9,606	T. W. Garlick	Friday, March 23rd
* OLYMPIA	2,837	A. Dixon	Wednesday, April 27th
* LYRA	4,417	G. V. Williams	Wednesday, May 4th
* TACOMA	2,812	M. Ridley	Friday, May 13th
* SHAWMUT	9,606	W. M. Smith	Saturday, May 21st

\* Not carrying second class passengers. † Cargo only.

## FOR MANILA.

The largest, steepest, and most comfortable steamers for Manila.  
 S.S. SHAWMUT..... 9,606 tons. | W. M. Smith ..... About 30th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 29th February, 1904.

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON AND STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA**  
 STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila direct	Sat., 12th Mar., 10 A.M.
RUBI	2540	R. W. Almond	Manila direct	Sat., 10th Mar., 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 7th March, 1904.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.  
 STEAMERS. DESTINATIONS. SAILING DATE.  
 BAMBERG ..... (HAYRE and HAMBURG) ..... On 21st Mar. Freight.  
 Capt. Mittelfeld ..... (Calling at Singapore and Penang) .....  
 SAMBIA ..... (HAYRE and HAMBURG) ..... On 22nd Mar. Freight.  
 Capt. Luning ..... (Calling at Singapore and Penang) .....  
 ABESSINIA ..... (HAYRE and HAMBURG) ..... On 5th April. Freight.  
 Capt. Filler ..... (Calling at Singapore and Colombo) .....  
 BRISGAVIA ..... (HAYRE and HAMBURG) ..... On 10th April. Freight.  
 Capt. Schulke ..... (Calling at Singapore and Colombo) .....  
 SUEVIA ..... (HAYRE and HAMBURG) ..... On 19th April. Freight.  
 Capt. Borek ..... (Calling at Singapore and Penang) .....  
 ARTEMISIA ..... (HAYRE and HAMBURG) ..... On 3rd May. Freight.  
 Capt. Gronmeyer ..... (Calling at Singapore and Colombo) .....  
 MARBURG ..... (HAYRE and HAMBURG) ..... On 17th May. Freight.  
 Capt. Stera ..... (Calling at Singapore and Penang) .....  
 For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; also LONDON, NEW YORK, BOSTON, BATHMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
 STEAMERS. SAILING DATES.  
 1904.  
 ROON ..... WEDNESDAY ..... 16th March  
 PREUSSEN ..... WEDNESDAY ..... 20th March  
 \* HAMBURG ..... WEDNESDAY ..... 13th April  
 PRINZ HEINRICH ..... WEDNESDAY ..... 27th April  
 OLDENBURG ..... WEDNESDAY ..... 11th May  
 BAYERN ..... WEDNESDAY ..... 25th May  
 SACHSEN ..... WEDNESDAY ..... 22nd June  
 ZIETEN ..... WEDNESDAY ..... 6th July  
 SEYDLITZ ..... WEDNESDAY ..... 20th July  
 PRINZ REGENT LUITPOLD ..... WEDNESDAY ..... 3rd August  
 ROON ..... WEDNESDAY ..... 17th August  
 PREUSSEN ..... WEDNESDAY ..... 3rd August  
 PRINZ HEINRICH ..... WEDNESDAY ..... 14th September  
 GNEISENAU ..... WEDNESDAY ..... 28th September  
 BAYERN ..... WEDNESDAY ..... 12th October  
 SACHSEN ..... WEDNESDAY ..... 26th October  
 ZIETEN ..... WEDNESDAY ..... 9th November  
 PRINZESS ALICE ..... WEDNESDAY ..... 23rd November  
 PRINZ REGENT LUITPOLD ..... WEDNESDAY ..... 7th December  
 PREUSSEN ..... WEDNESDAY ..... 21st December  
 PRINZ EITEL FRIEDRICH ..... WEDNESDAY ..... 4th January 1905  
 PRINZ HEINRICH ..... WEDNESDAY ..... ..

ON WEDNESDAY, the 16th day of MARCH, 1904, at Noon, the Steamship "ROON," Captain G. Meiners, with MAIL PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 14th March. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 15th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 15th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
 MELOHRS & CO., AGENTS.  
 Hongkong, 5th March, 1904.



Mr. and Mrs. Bunner	Lieut. J. McCloy
Mr. and Mrs. Calsen	Mr. Chas. Munger
Mr. and child	Capt. E. Nolting
Lieut. F. Wendler	Mrs. Olsen
Mr. H. Doppelmann	Mr. O. E. Owen
Mr. and Mrs. Charles	Lieut. T. Peas
Dunlop	Dr. E. Pico
Mr. and Mrs. Van Epen	Mr. S. V. Rietz
and daughter	Mr. B. Ramsey
Mr. F. Fraba	Capt. J. Robinson
Capt. J. C. Gerard	Mr. G. G. Rotty
Mrs. S. Gibson	Mr. B. Schlicht
Mr. and Mrs. L. Gliese	Mr. G. A. Thomas
and child	Dr. S. Thoms
Dr. Gomeis	Mr. de Vorigen
Mr. William Hintz	

**KOWLOON HOTEL.**

Mr. W. H. Best	Lieut. Col. Lewalski
Lieut. T. F. Clark	Mr. Mitchell
Mr. W. Daniel	Miss F. J. Plumb
Lieut. Col. and Mrs.	Mr. D. Vlezer
Irmonger	Mr. K. Yokura







**NOW READY.**

13,600 l.h.p., Capt. L. C. Stuart, C.M.  
Hongkong  
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.  
Comdr. Stuart; 87 J. Farquhar, Hongkong  
Virago, torpedo-boat destroyer, 360 tons, Lieut.  
Comdr. J. A. Gregory, Hongkong  
Waterwitch, surveying ship, 620 tons, 450 l.h.p.  
Comdr. E. C. Hardy, Hongkong  
Whiting, torpedo-boat destroyer, 380 tons  
guns, 5,900 h.p., Lieut. Comdr. W. H.  
Hongkong  
Wivern, coast defence ship, armoured, 2,750 t.  
1,000 h.p., in reserve, at Hongkong  
Woodcock, gunboat, 18 tons, 3 guns, 450  
h.p., Capt. Hugh Somerset, Lieut. Yangtze  
Woodlark, gunboat, 150 tons, 2 guns, 550 l.h.p.  
Lieut. Com. Wason, Yangtze



